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OKC 5755

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29 OCT 1963

MEMORANDUM FOR: Deputy for Field Activities, OSA

SUBJECT: INS Meeting with Minneapolis-Honeywell
Representatives

REFERENCE: Memorandum from C/OD/OSA to D/FA/OSA dated
17 September 63; subject, INS Meeting with
Minneapolis-Honeywell Representatives

1. On 10 October 1963, a meeting with Minneapolis-Honeywell representatives was held in the Control Center to discuss in detail a modification proposal by the contractor. In attendance were:

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Minneapolis-Honeywell
Minneapolis-Honeywell
Aircraft Systems Division, OSA
Chief, Operations Division, OSA
Chief, OXCART Branch, OSA
OXCART Branch, OSA

25X1A
25X1A

2. The modification proposal was explained by [redacted] and [redacted]. It included most of the changes requested by Headquarters in the meeting held on 13 September 63. (SEE REFERENCE) Specifically, the proposal consists of:

A. An increase of destination select positions (ground input) from 8 to 40 plus.

B. An improved destination select method; namely, two sets of knurled knobs, that may be easily read and may be selected while wearing gloves.

C. A warning light which comes "on" when a new destination is selected, and goes "off" when the new destination is stored.

D. An indicator light, indicating the "take" of a fix input.

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3. The approximate cost of modification to 20 units, including installation, was quoted at approximately \$47,000. All Headquarters representatives agreed that the proposed modifications fulfilled the requirements. [] assumed the responsibility for further coordination toward acceptance of the proposal.

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4. [] queried the Minneapolis-Moneywell representatives as to the feasibility of a modification that would program the INS to automatically step and store the next destination upon arrival at the previous destination. It was pointed out that the feature would have two major advantages:

A. Prevent "overshoot" at any destination, in case the pilot's attention was diverted by aircraft problems.

B. Insure that the A-12 would fly itself out of denied territory, in the event the pilot were unconscious, or incapacitated in any way.

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[] answered that this feature was already in being, and could be added as an INS feature, if desired. It was decided to investigate this aspect further, to determine if it would be a desirable feature in the OXCART program.

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[]
Lt. Colonel USAF
Chief, Operations Division, OSA

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cc: D/TECH/OSA
OXC/OD/OSA, [] (28 Oct. 63)
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